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BUSINESS AVIATION™

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DEADLINE for installation of cockpit voice recorders on affected corporate aircraft is more than two years away, but at least one distributor of the units is warning operators they should schedule installations as soon as possible. Dave Vorsas, CVR marketing manager for Castleberry Instruments, which is distributing the Fairchild-Weston GA100 unit, said about 4,500 corporate aircraft must have CVRs in place by Oct. 11, 1991, which works out to about 166 installations per month, if they are evenly spaced. If demand should exceed 250 installations per month in the period prior to the deadline, there won't be enough shop capacity available to handle the work, Vorsas said. Castleberry has established a CVR Hotline, (800) 552-1291, to help operators resolve questions about the CVR rule, which also affects some 1,000 regional airliners and about 300 helicopters.

LEGISLATION that would give itinerant aircraft mechanics access to airports in California—without any requirement that such mechanics have a lease or operating agreement with the managing authority of the airport—will be the subject of a hearing today (July 10) before the Transportation Committee of the California Assembly (BA, July 3/211). The bill, SB 1402, has already passed the state Senate by a 26-1 vote and officials say there appears to be little opposition to it in the Assembly.

FIXED-BASE OPERATORS and air charter operators in California are discussing formation of an organization to represent their interests with government agencies within the state. SB 1402 is providing some of the impetus for such a trade group.

INDUSTRY RECOMMENDATIONS on how to address the problem of corrosion in older commuter and regional aircraft will be presented to FAA this month. The 23 recommendations, prepared jointly by the Regional Airline Association and the General Aviation Manufacturers Association, were developed following a Kansas City conference on the corrosion problem in April.

AOPA ASKS BUSEY TO REJECT SUPPLEMENTAL INSPECTION DOCUMENTS

The president of the Aircraft Owners and Pilots Association has written to FAA Administrator James Busey asking him to reject adoption of Supplemental Inspection Documents that would impose additional mandatory maintenance requirements on aircraft owners.

The letter to Busey from AOPA President John Baker refers to a program underway by the General Aviation Manufacturers Association to develop SIDs, which would establish specific aircraft inspection requirements depending upon the age and number of hours of a particular aircraft. Cessna Chairman Russ Meyer detailed the program in a speech to the Society of Automotive Engineers General Aviation meeting in April (BA, April 17/124). In that speech, Meyer predicted that "with tougher airworthiness requirements, implemented aggressively by the FAA and with type specific flight standards, I believe it is realistic to reduce the level of accidents by at least 50 percent and do so almost immediately."

Baker maintained that AOPA's analysis of FAA and NTSB accident data "does not support the implementation of SIDs. The age of a general aviation aircraft is not a factor contributing to accidents and maintenance and structural and/or component failure are statistically insignificant." Baker said from 1981 through 1986, "less than one percent of all reported accidents involved equipment, instru-

(Continued on the following page)

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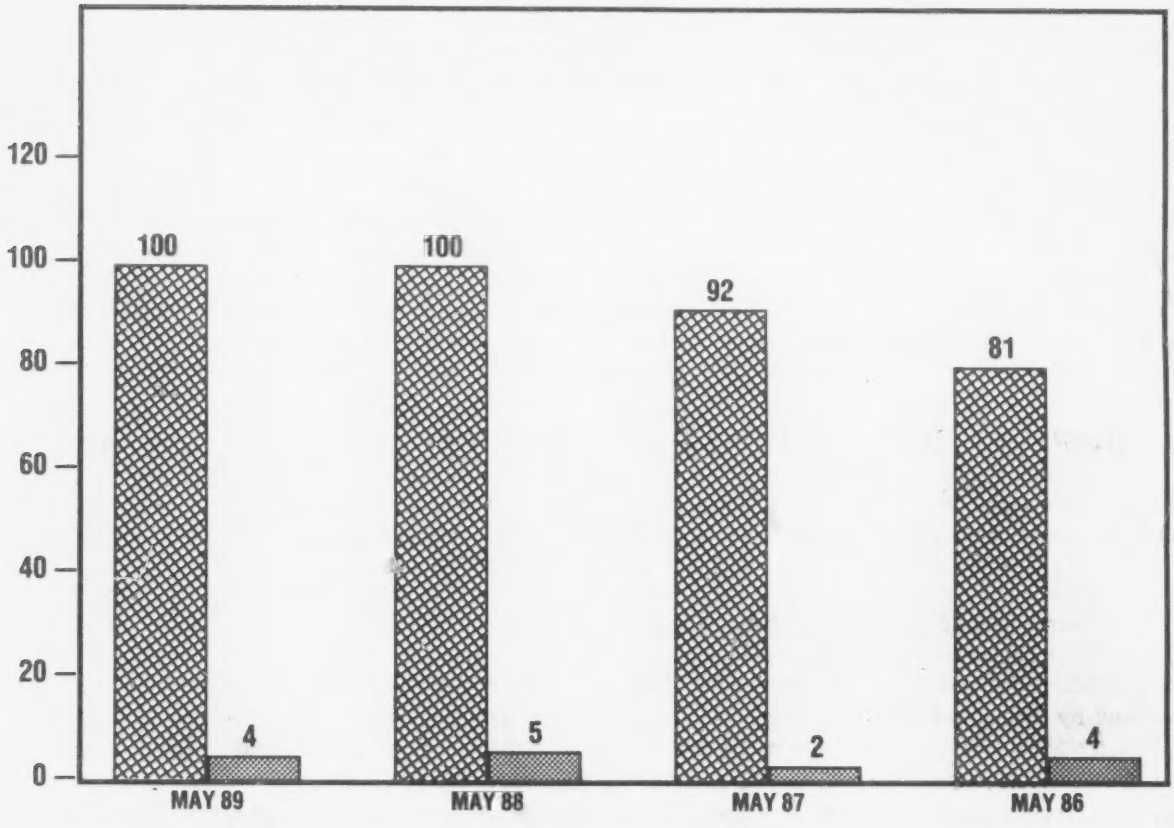
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



FOR THE MONTH OF MAY

MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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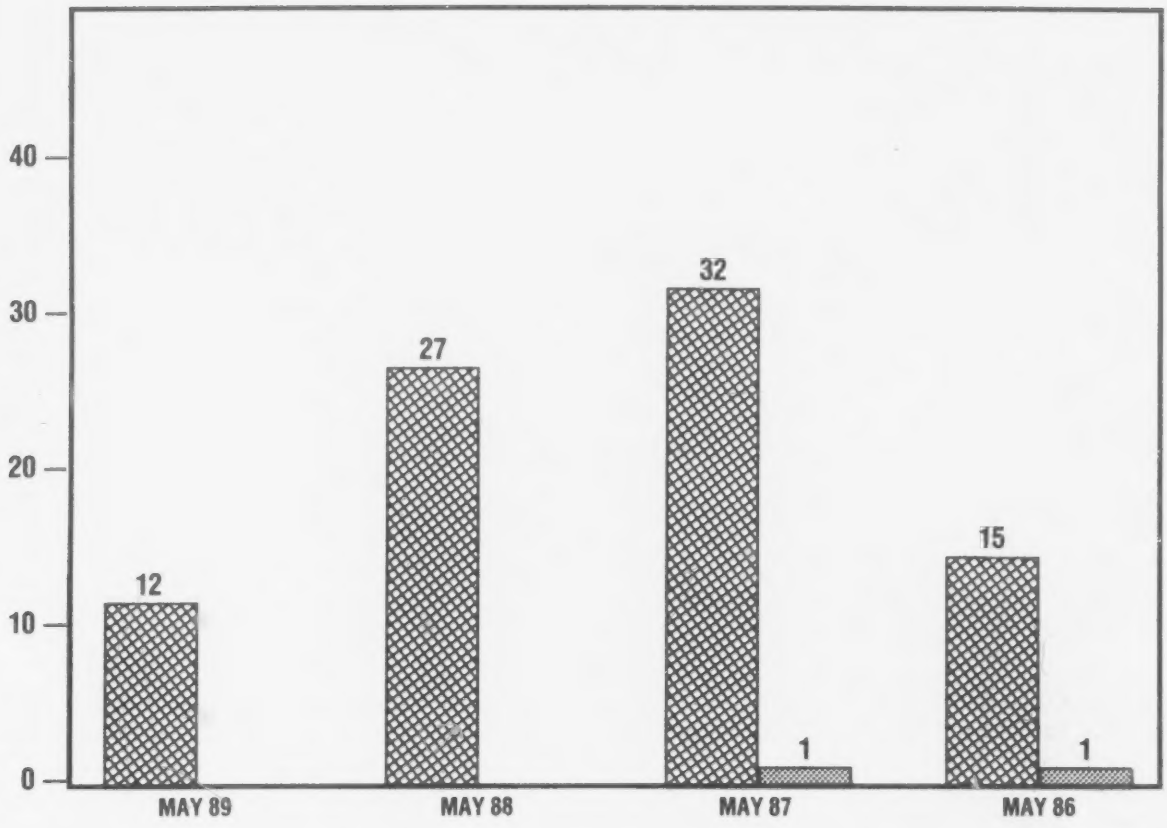
USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF MAY

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Swearingen Merlin/Metro (All Models)

HEAVY

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All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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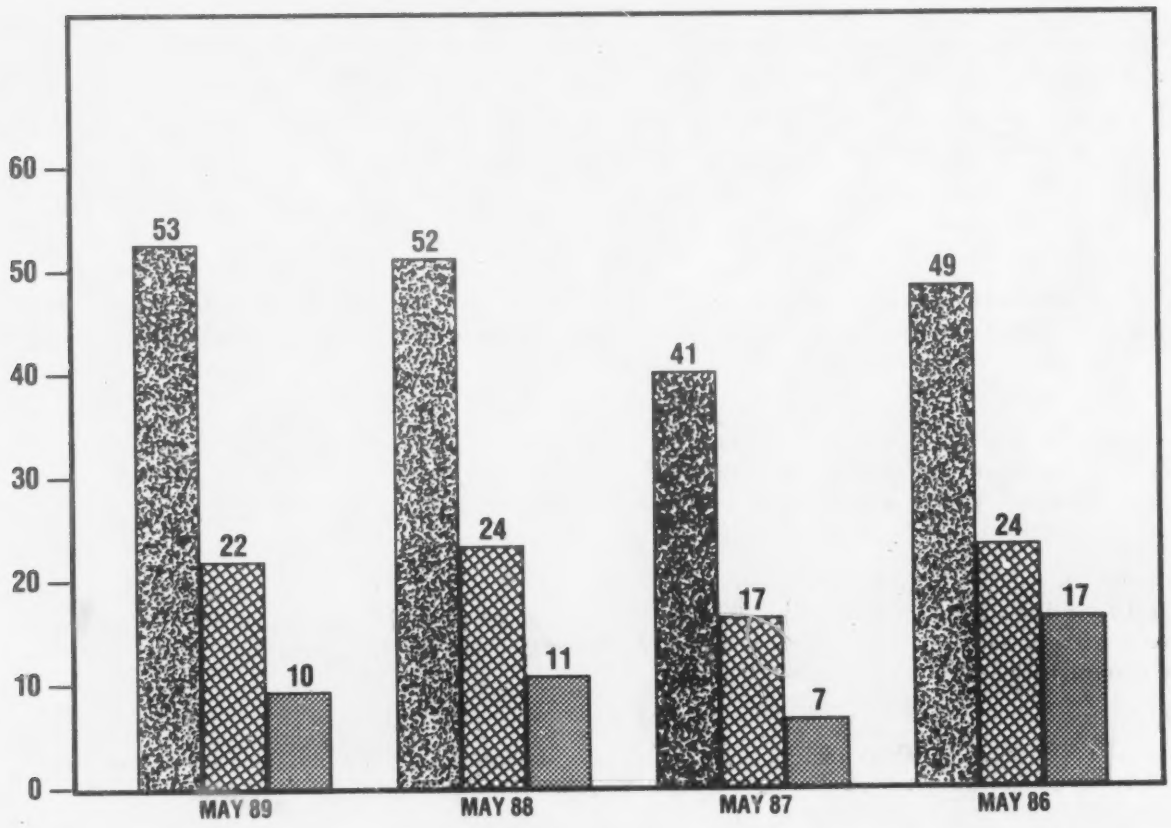
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF MAY

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

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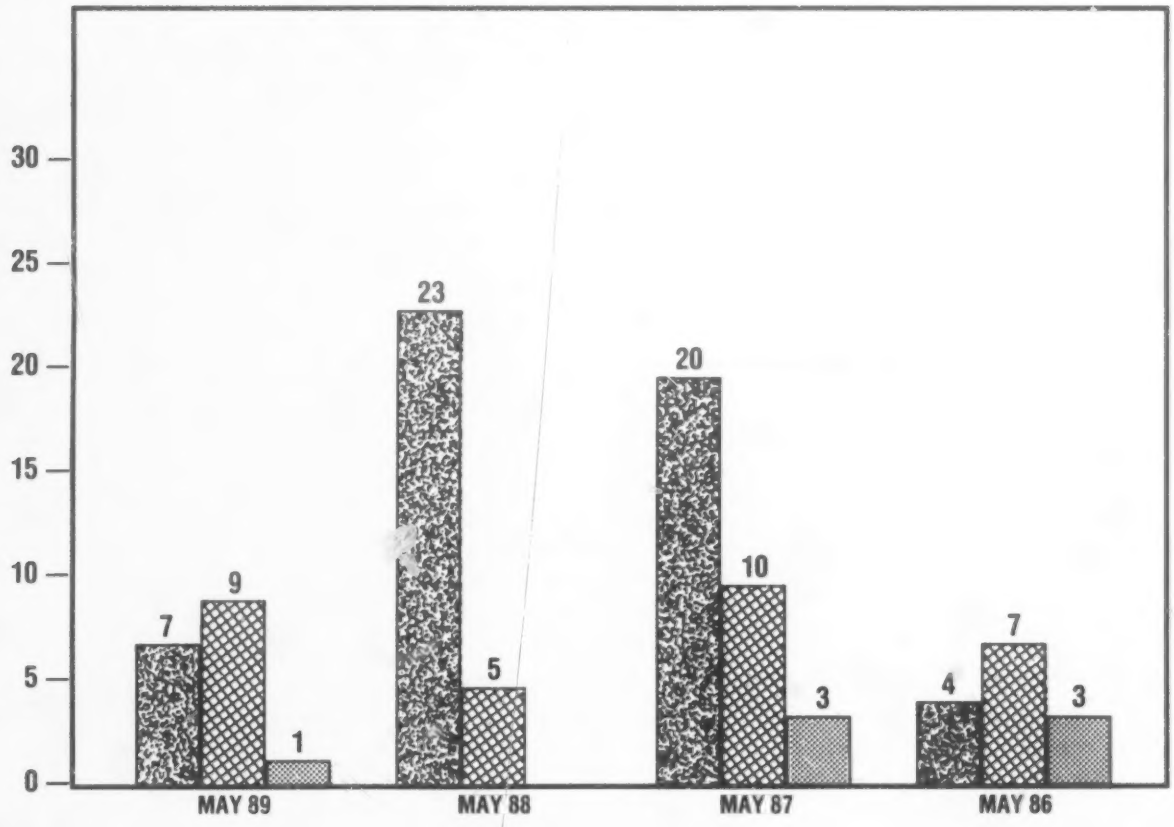
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF MAY

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

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